

# ADVENTURES IN JET POWER



**J**ET PROPULSION--AN IDEA CENTURIES OLD--WAS DEVELOPED ONLY IN THE STRESS AND STRUGGLE OF A MODERN WAR-TIME EMERGENCY. TODAY, PLANES POWERED BY JET ENGINES CARRY MEN THROUGH THE AIR FASTER THAN EVER BEFORE. PROMISE EVEN GREATER SPEED AND POWER FOR THE FUTURE.

YOU'LL FIND AGAIN THAT FACTS CAN BE MORE THRILLING THAN FICTION IN THE TRUE STORY BEHIND--

***SUPER-SPEED  
JET AIRCRAFT***



ADVENTURE  
SERIES

- Prepared for -

GENERAL  ELECTRIC

By GENERAL COMICS, Inc.





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AS A JET PLANE--NORTH AMERICAN'S B-45 TORNADO--  
FLASHES PAST JOHNNY POWERS AND HIS SCIENTIST  
BROTHER, ED...

ZING! NO  
WONDER THEY CALL IT A  
TORNADO--IT SURE MOVES  
LIKE ONE!

YES-- AND IT'S  
POWERED BY ONE,  
TOO, JOHNNY.

BEAUTIFUL SIGHT, ISN'T  
IT? BUT WHAT A WHALE  
OF A LOT OF TROUBLE  
WE HAD BEFORE WE  
FINALLY MADE JET  
PROPULSION WORK!

WHAT DO YOU MEAN  
"FINALLY?" YOU  
TALK AS THOUGH  
THE IDEA WAS A  
THOUSAND YEARS  
OLD.

IN THAT YEAR, A YOUNG ENGLISH IN-  
VENTOR ENTERED CAMBRIDGE TO CON-  
TINUE HIS RESEARCH ON A 'PROPELLERLESS AIRCRAFT.'

ACTUALLY ALMOST TWO  
THOUSAND, JOHNNY. BUT IT WAS  
ONLY A DREAM FOR MANY  
CENTURIES. THE STORY OF THE  
MEN WHO MADE THAT DREAM  
A REALITY BEGAN IN 1933...

LOOKS LIKE A  
FLIGHT OF THE  
IMAGINATION TO  
ME, OLD CHAP.

I TELL YOU IT CAN BE DONE. AND  
SOMEDAY I'LL FIND A MANUFACTURER  
WITH ENOUGH VISION TO HAVE A  
GO AT MY JET PLANE.

YEAR AFTER YEAR, THE  
YOUNG INVENTOR STRUGGLED  
TO PERFECT HIS ENGINE.  
AND THEN CAME WAR AND  
THE DEVELOPMENT OF JET  
POWER BECAME URGENT!

STILL  
HAVING  
TROUBLE?

I'M CERTAIN I'M  
ON THE RIGHT TRACK,  
SIR; BUT IT WILL  
TAKE TIME.

NOT TOO MUCH, I HOPE.  
YOUR WORK IS A VITAL PART  
OF THE WAR EFFORT. YOU  
MUST SUCCEED!



"IN THE SUMMER OF 1941,  
NAZI BOMBERS SWARMED OVER  
ENGLAND. GALLANT RAF FLIERS,  
PILOTING SPITFIRES, FOUGHT  
THE RUTHLESS ENEMY IN THE  
SKIES WHILE LONDON BURNED  
BELOW...



"IT WAS A WAR OF  
SURVIVAL. OUR PLANES HAD  
TO BE BETTER...FLY FASTER  
...OR ELSE!"

"WHILE THE DESPERATE BATTLE WAS GOING ON..."

AH, HERE'S THE  
AMERICAN ENGINEER  
NOW...

BEG PARDON, SIR...A  
CABLEGRAM FOR YOU. I BELIEVE  
IT'S URGENT!



HMMM...FROM THE BIG BOSS AT HOME.  
INSTRUCTIONS TO REPORT TO A LONDON  
ADDRESS FOR FURTHER ORDERS. NO  
EXPLANATION, NO DETAILS—SOUNDS  
MYSTERIOUS!







"AND SHORTLY " HE WAS RIGHT ON BOTH COUNTS..."

WE'VE BEEN EXPECTING YOU. YOUR CREDENTIALS, PLEASE!

HEY! THIS LOOKS, MIGHTY IMPORTANT. SEEMS TO BE CONNECTED WITH AIRPLANES...



I MUST WARN YOU, SIR, OF THE ABSOLUTE SECRECY OF THIS WORK. HERE IS MY DESIGN FOR A JET ENGINE. IF WE SUCCEED, IT WILL MEAN A TURNING POINT IN AERIAL WARFARE!



OF COURSE, MY ENGINE IS FAR FROM PERFECT...THERE'S LOTS OF ROOM FOR IMPROVEMENT.

PERHAPS, SIR, AMERICAN KNOW-HOW CAN HELP...



I UNDERSTAND, BY THE WAY, THAT THE NAZIS ARE ALSO EXPERIMENTING WITH JETS.

UNFORTUNATELY, THEY ARE, BUT WE MUST BEAT THEM TO IT.

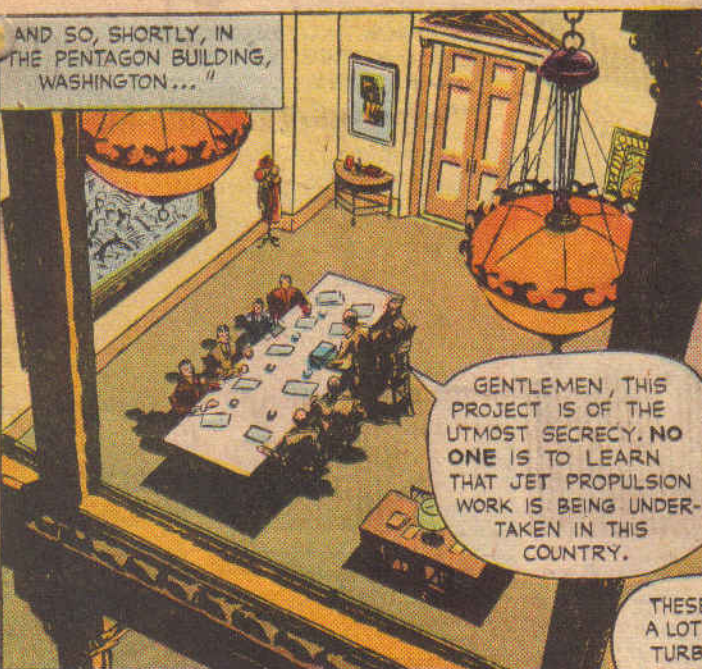


THAT IS WHY, SIR, YOU WON'T BE ABLE TO TAKE THESE DRAWINGS WITH YOU WHEN YOU RETURN BY CLIPPER TO THE STATES.

I UNDERSTAND... MY TRIP HOME WILL TAKE ME THROUGH SPY-RIDDEN COUNTRY... WE CAN'T AFFORD TO RISK IT!



AND SO, SHORTLY, IN THE PENTAGON BUILDING, WASHINGTON...



GENTLEMEN, THIS PROJECT IS OF THE UTMOST SECRECY. NO ONE IS TO LEARN THAT JET PROPULSION WORK IS BEING UNDERTAKEN IN THIS COUNTRY.

THESE PAPERS HAVE JUST ARRIVED BY ARMY PLANE FROM ENGLAND. I HAVEN'T SEEN THEM MYSELF, YET.

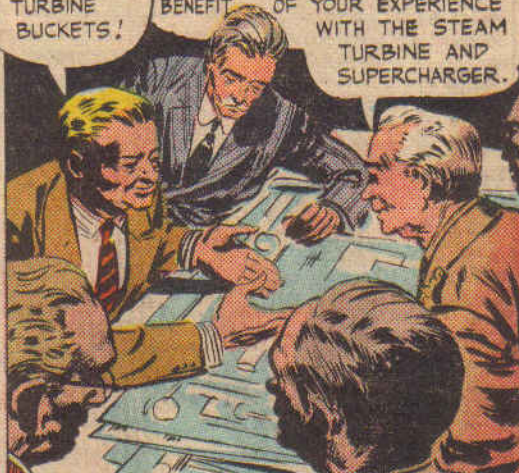


THESE ARE A LOT LIKE TURBINE BUCKETS!

EXACTLY! THAT'S WHY WE'VE COME TO YOUR COMPANY FOR HELP OF COURSE, YOU PEOPLE ARE PRIMARILY CONCERNED WITH ELECTRICITY, BUT WE NEED THE BENEFIT OF YOUR EXPERIENCE WITH THE STEAM TURBINE AND SUPERCHARGER.



HERE YOU ARE...VERY ROUGH, BUT THEY'LL GIVE YOU THE IDEA. THIS IS THE BRITISH JET ENGINE.



AND NOW, GENTLEMEN, ARE YOU WILLING TO UNDERTAKE THE DEVELOPMENT AND MANUFACTURE OF THE JET ENGINE IN AMERICA?

PERHAPS, GENERAL, THEY'D LIKE TIME TO CONSULT THEIR WAR PROJECTS COMMITTEE...

THAT ISN'T NECESSARY, SIR...GENERAL ELECTRIC WILL TAKE ON THE JOB RIGHT NOW!



"AND SO, THE UNITED STATES JOINED BRITAIN AGAINST GERMANY IN THE RACE TO BUILD A FASTER PLANE-- A JET PLANE!"



"SOON, IN THE G-E PLANT AT LYNN, FIVE KEY ENGINEERS ARE PULLED OFF TURBOSUPERCHARGER WORK..."

...SO YOU SEE, MEN, WE'VE TAKEN ON QUITE A CHALLENGE-- AN ARMY AIR FORCES TOP SECRET...AND WE'VE GOT TO KEEP IT A SECRET! ANY QUESTIONS?

JUST ONE, SIR...HOW SOON CAN WE START?

RIGHT NOW! YOU FELLOWS ARE TO BEGIN COLLECTING MEN FOR THE DIFFERENT UNITS IMMEDIATELY. THE BRITISH ENGINE WILL ARRIVE IN A FEW WEEKS, AND WE'VE A LOT TO DO IN THE MEANTIME. SO GET BUSY...AND GOOD LUCK!

"THOSE MEN REALLY DID GET BUSY, TOO. IN JUST A FEW WEEKS THEY HAD COMPLETED DESIGNS FOR SEVERAL DIFFERENT PARTS OF THE ENGINE..."

JUST LOOK AT HER, TOM! ISN'T SHE BEAUTIFUL?

SO HELP ME, IF YOU DON'T STOP ACTING LIKE A PROUD PAPA, I'M GOING TO ASK FOR A TRANSFER!

"WHILE OUTSIDE..."

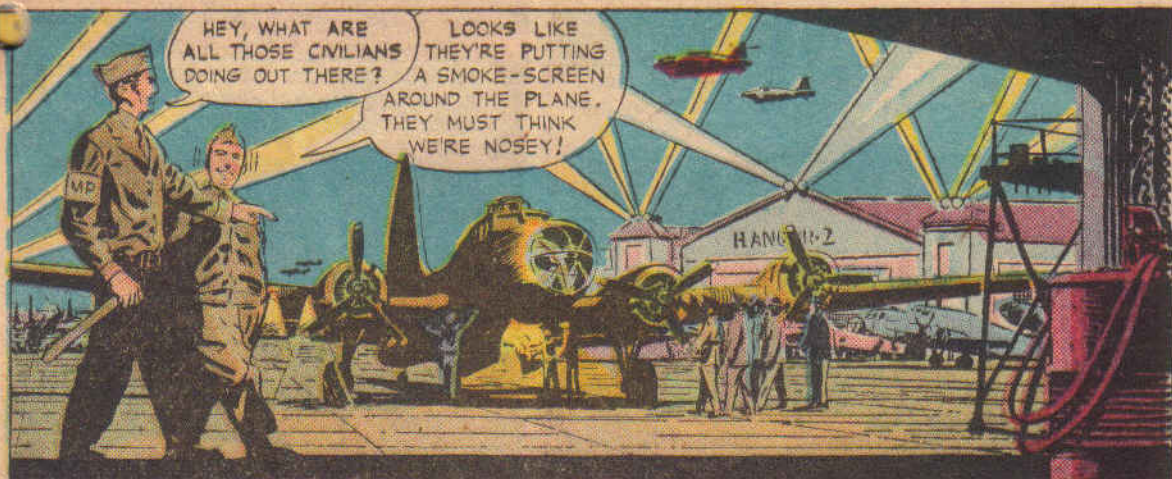
HI, FRANK... WHAT HAPPENS INSIDE?

SAY...YOU KNOW BETTER THAN TO ASK QUESTIONS LIKE THAT! IF THEY WANTED YOU TO KNOW, THEY WOULDN'T HAVE ME STANDING HERE!

"THEN ONE DAY... A MONTH FROM THE MEETING IN WASHINGTON...AT AN AIRPORT NEAR BOSTON..."

WONDER WHAT THAT BABY'S BRINGING IN?





"BUT THERE WAS NO RELAXING. THE ARRIVAL OF THE BRITISH ENGINE MEANT WORK NIGHT AND DAY... UNDER CONSTANT GUARD."

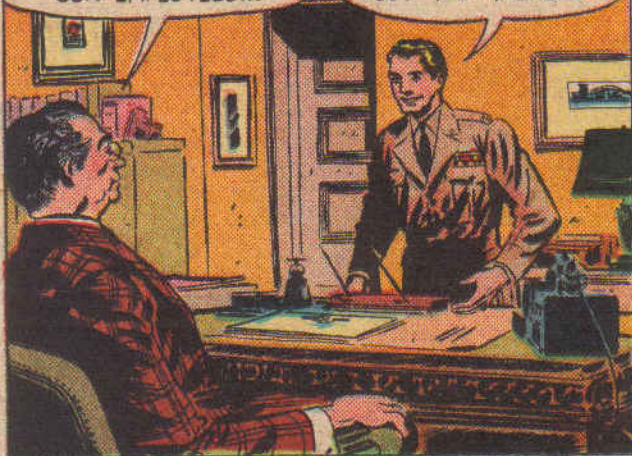




"THE NEXT SIX MONTHS WERE BUSY ONES AT G.E.--  
AND VIGILANCE WASN'T RELAXED FOR A MOMENT..."

I DON'T LIKE THIS PRYING  
INTO THE PRIVATE LIVES OF  
OUR EMPLOYEES...

I UNDERSTAND, SIR...  
BUT WE'VE GOT TO WEED  
OUT THE "TALKERS."



"ONLY RELIABLE MEN, FROM WORKS MANAGER  
TO JANITORS, WERE CHOSEN..."

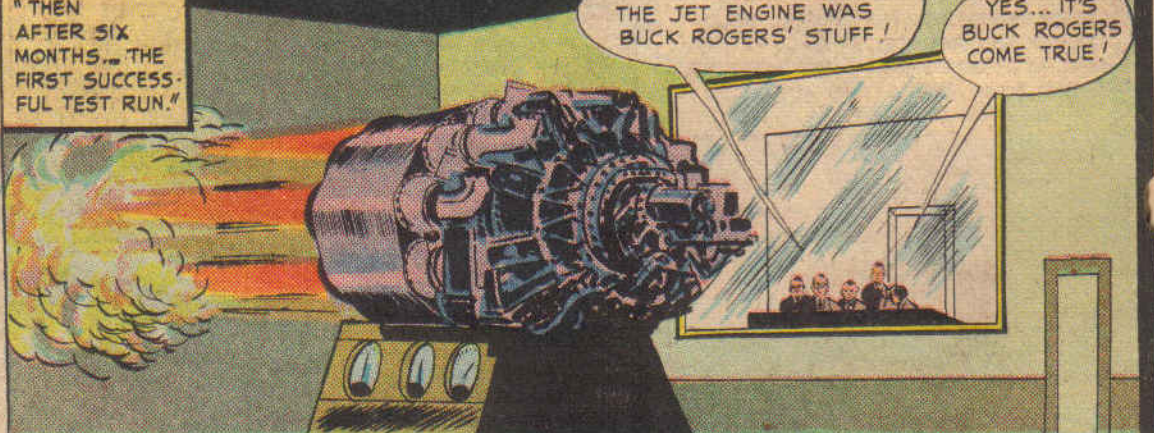
IT ISN'T THAT I'M NOT INTERESTED  
IN MY HUSBAND'S WORK...HE JUST  
WON'T TALK ABOUT IT!



"THEN  
AFTER SIX  
MONTHS... THE  
FIRST SUCCESS-  
FUL TEST RUN."

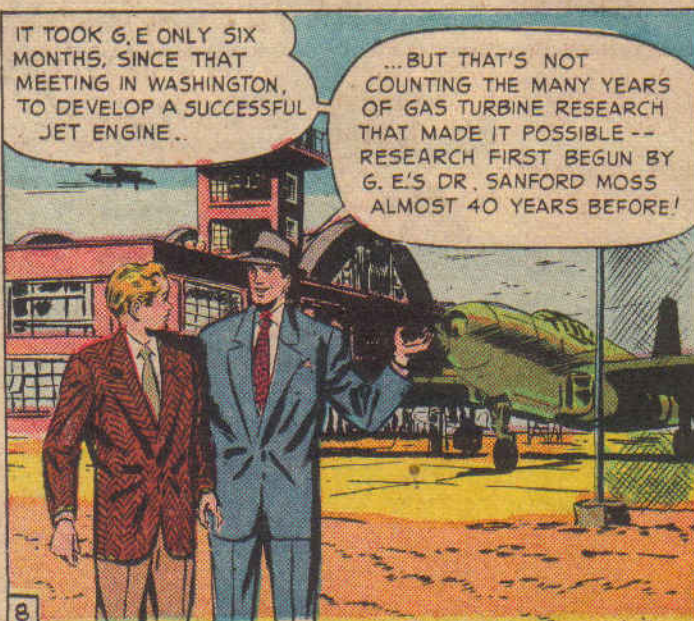
SHE WORKS! AND  
I ONCE THOUGHT  
THE JET ENGINE WAS  
BUCK ROGERS' STUFF!

YES... IT'S  
BUCK ROGERS  
COME TRUE!



IT TOOK G.E ONLY SIX  
MONTHS, SINCE THAT  
MEETING IN WASHINGTON,  
TO DEVELOP A SUCCESSFUL  
JET ENGINE..

...BUT THAT'S NOT  
COUNTING THE MANY YEARS  
OF GAS TURBINE RESEARCH  
THAT MADE IT POSSIBLE --  
RESEARCH FIRST BEGUN BY  
G. E.'S DR. SANFORD MOSS  
ALMOST 40 YEARS BEFORE!



BUT, ED-- YOU SAID  
BEFORE THAT THE IDEA  
OF JET PROPULSION  
WAS 2,000 YEARS  
OLD! WHY, PEOPLE IN  
THOSE DAYS DIDN'T  
KNOW ANYTHING  
ABOUT ELECTRICITY--  
OR STEAM...

HMMM...YOU'RE  
NOT GIVING  
THOSE OLD  
BOYS ENOUGH  
CREDIT,  
JOHNNY. FACT  
IS, THEY  
DID KNOW  
SOMETHING  
ABOUT STEAM  
AND HOW TO GET  
POWER FROM IT.





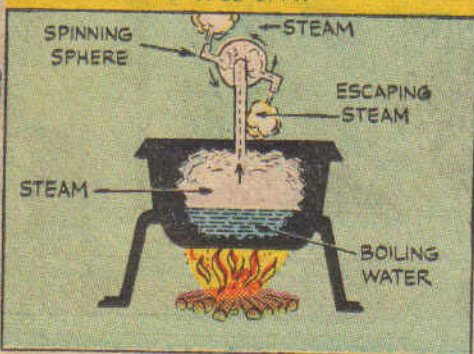
"IN 100 A.D., HERO OF ALEXANDRIA INVENTED THE FIRST STEAM TURBINE."

IT SPINS BY ITSELF... 'TIS MAGIC!

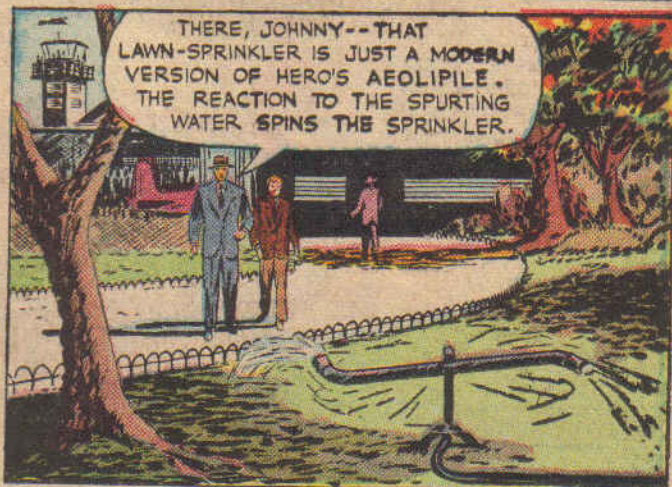
AYE, THE MAGIC OF MY MIGHTY BRAIN!



"STEAM FORMED IN THE VESSEL BELOW PASSED INTO THE HOLLOW BALL AT TOP. AS IT ESCAPED THROUGH THE NOZZLES IN THE BALL, THE STEAM JET MADE THE BALL SPIN."



THERE, JOHNNY-- THAT LAWN-SPRINKLER IS JUST A MODERN VERSION OF HERO'S AEOLIPILE. THE REACTION TO THE SPURTING WATER SPINS THE SPRINKLER.



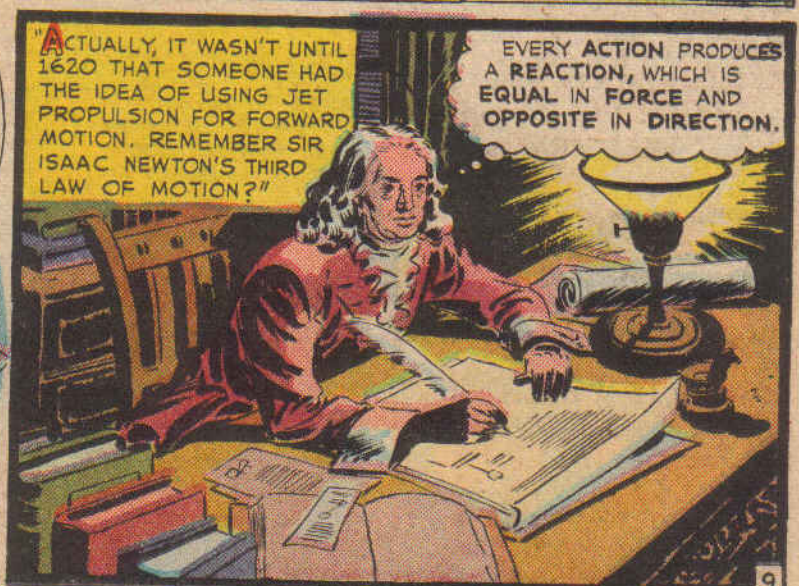
BUT THAT SPRINKLER DOESN'T GO ANY PLACE. THAT'S A LONG WAY FROM A 600-MILE-AN-HOUR JET PLANE.

THAT'S RIGHT, JOHNNY. BUT IT'S BASED ON THE SAME IDEA.



"ACTUALLY, IT WASN'T UNTIL 1620 THAT SOMEONE HAD THE IDEA OF USING JET PROPULSION FOR FORWARD MOTION. REMEMBER SIR ISAAC NEWTON'S THIRD LAW OF MOTION?"

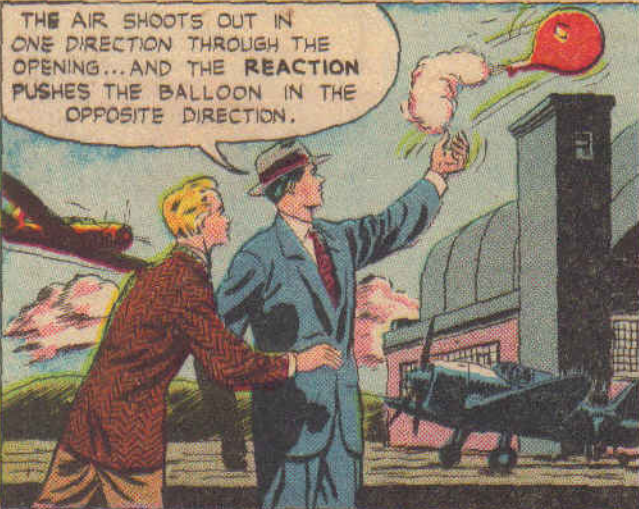
EVERY ACTION PRODUCES A REACTION, WHICH IS EQUAL IN FORCE AND OPPOSITE IN DIRECTION.



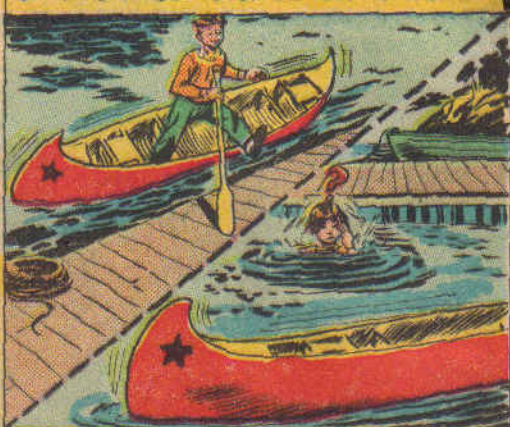


"THE IDEA'S SIMPLE, JOHNNY. BLOW UP A BALLOON LIKE THIS ONE... AND WHEN YOU LET IT GO..."

THE AIR SHOOTS OUT IN ONE DIRECTION THROUGH THE OPENING... AND THE REACTION PUSHES THE BALLOON IN THE OPPOSITE DIRECTION.

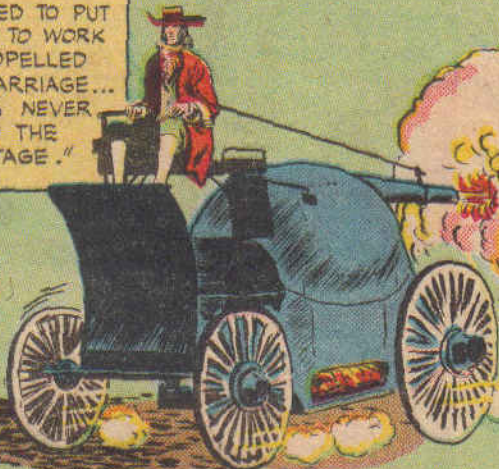


"OR TAKE A BOY STEPPING OUT OF A CANOE..."

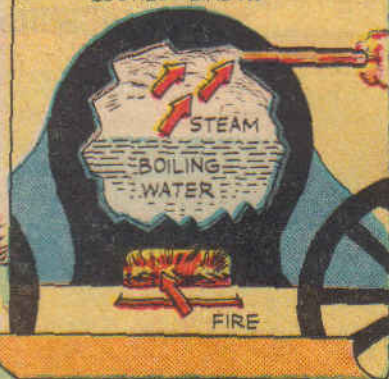


"AS HE THRUSTS HIS FOOT FORWARD, THE CANOE SHOOTS BACK."

"NEWTON PLANNED TO PUT HIS THIRD LAW TO WORK IN A JET-PROPELLED HORSELESS CARRIAGE... BUT THE IDEA NEVER GOT BEYOND THE PLANNING STAGE."



"AND HERE'S A ROUGH IDEA OF WHAT ITS 'INSIDES' LOOKED LIKE..."



SURE, I GET IT... BUT A MODERN JET ENGINE DOESN'T GET ITS POWER FROM STEAM PRESSURE, DOES IT?

NO, JOHNNY. TODAY, JETS GET THEIR POWER FROM THE HOT EXPANDING GASES PRODUCED BY THE CONTINUOUS BURNING FUEL. GET IT?

I-I GUESS SO... BUT...

TELL YOU WHAT, JOHNNY... I'LL DRAW A PICTURE FOR YOU...





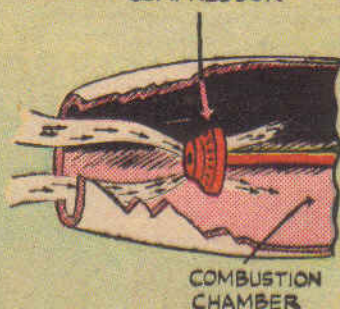
"FIRST, WE'LL START WITH THE SHELL OF THE WHOLE ENGINE... PRACTICALLY A BIG COMBUSTION CHAMBER."

MOUTH



"INSIDE THE MOUTH IS A ROTATING FAN OR COMPRESSOR, WHICH SUCKS IN AIR, PACKS IT TIGHT AND FORCES IT BACKWARDS INTO THE COMBUSTION CHAMBER..."

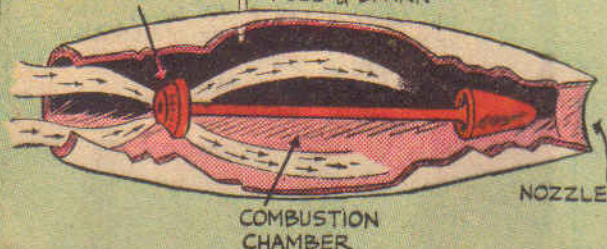
COMPRESSOR



"IN THE COMBUSTION CHAMBER, FUEL IS MIXED WITH THIS COMPRESSED AIR AND BURNED. THIS COMBUSTION CREATES HOT, EXPANDING GASES WHICH BLAST OUT THROUGH THE NOZZLE AT THE TAIL-END WITH TERRIFIC FORCE. REACTION TO THIS STEADY JET PROPELS THE PLANE STEADILY FORWARD."

COMPRESSOR

FUEL & SPARK



SURE... NEWTON'S THEORY. BUT WHAT TURNS THE COMPRESSOR?

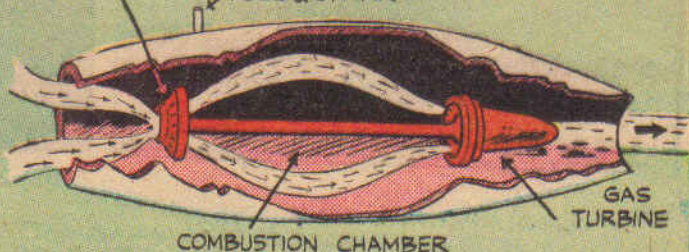
THAT, JOHNNY, WAS ONE OF OUR PROBLEMS.



"YOU SEE, A GAS TURBINE IS ADDED AT THE REAR OF THE COMBUSTION CHAMBER. AS THE HOT GASES RUSH THROUGH, THEY PUSH PAST THE BLADES OF THIS TURBINE, TURNING THEM AS THE WIND TURNS A WINDMILL. THAT SPINNING TURBINE OPERATES THE COMPRESSOR THROUGH A DIRECT SHAFT."

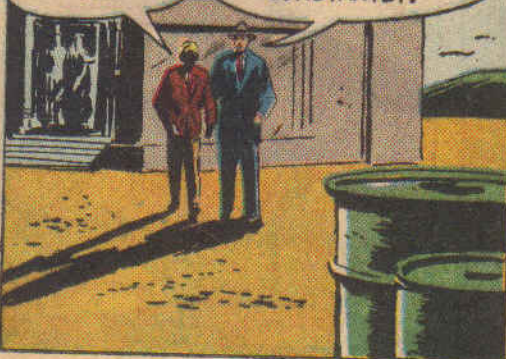
COMPRESSOR

FUEL & SPARK

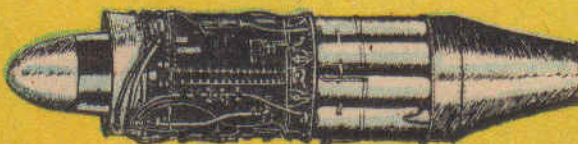


I GET IT! IT'S ALMOST LIKE PERPETUAL MOTION.

NOT REALLY, JOHNNY. REMEMBER, FUEL HAS TO BE ADDED CONSTANTLY.



AND HERE'S THE WAY A MODERN ENGINE -- THE G. E. TURBOJET ACTUALLY LOOKS...



"IT HAS MANY COMBUSTION CHAMBERS -- BUT IT OPERATES ON THE SAME PRINCIPLE."



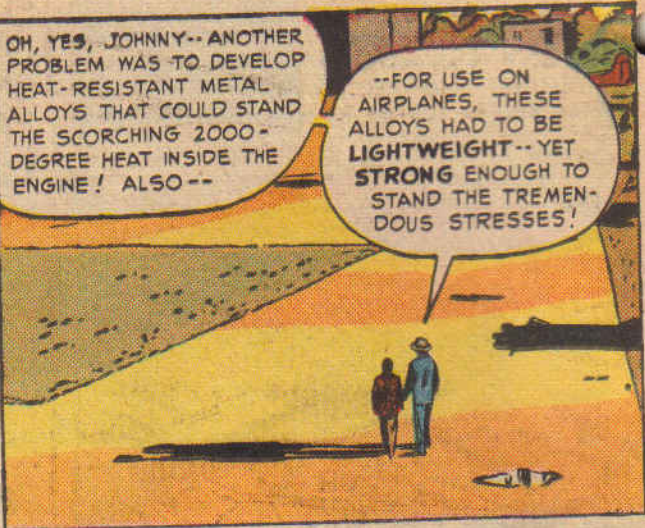
WOW! YOUR EXPLANATION WAS SIMPLE, ED, BUT THE REAL ENGINE LOOKS AWFULLY COMPLICATED!

YES, JOHNNY, BUT THAT JET ENGINE HAS JUST THOSE SAME BASIC PARTS- COMPRESSOR, COMBUSTION CHAMBERS, TURBINE AND NOZZLE. SIMPLE, COMPARED TO THE 11,000 PARTS IN A PISTON ENGINE!



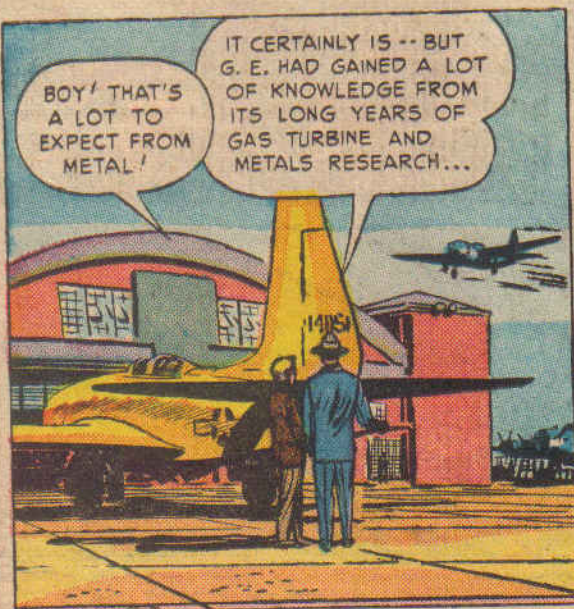
OH, YES, JOHNNY--ANOTHER PROBLEM WAS TO DEVELOP HEAT-RESISTANT METAL ALLOYS THAT COULD STAND THE SCORCHING 2000-DEGREE HEAT INSIDE THE ENGINE! ALSO --

--FOR USE ON AIRPLANES, THESE ALLOYS HAD TO BE **LIGHTWEIGHT**--YET **STRONG** ENOUGH TO STAND THE TREMENDOUS STRESSES!



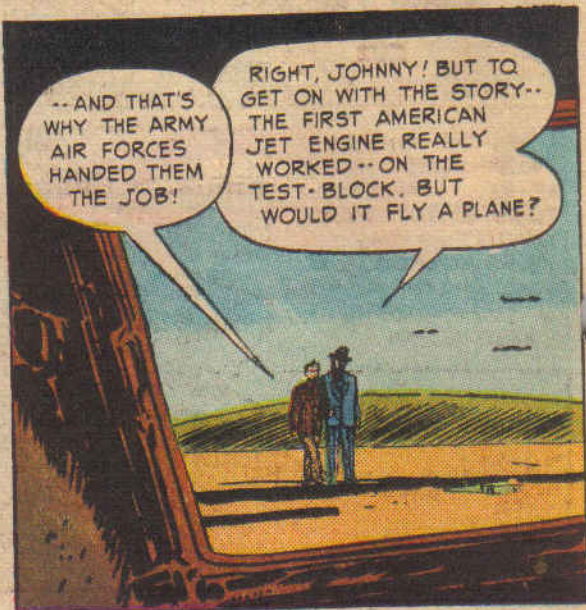
BOY! THAT'S A LOT TO EXPECT FROM METAL!

IT CERTAINLY IS -- BUT G. E. HAD GAINED A LOT OF KNOWLEDGE FROM ITS LONG YEARS OF GAS TURBINE AND METALS RESEARCH...



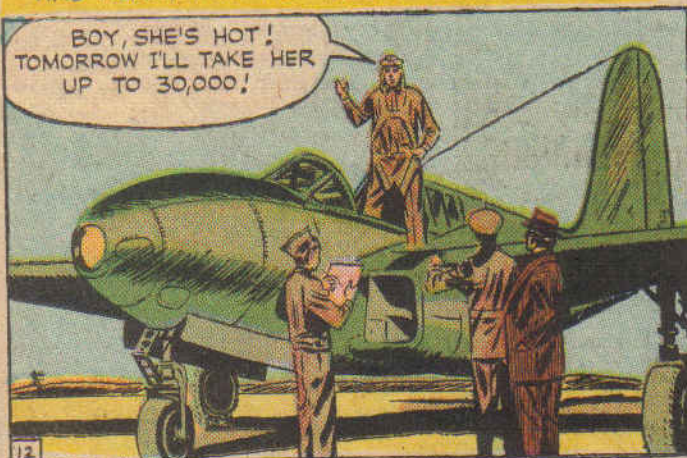
--AND THAT'S WHY THE ARMY AIR FORCES HANDED THEM THE JOB!

RIGHT, JOHNNY! BUT TO GET ON WITH THE STORY-- THE FIRST AMERICAN JET ENGINE REALLY WORKED--ON THE TEST-BLOCK. BUT WOULD IT FLY A PLANE?

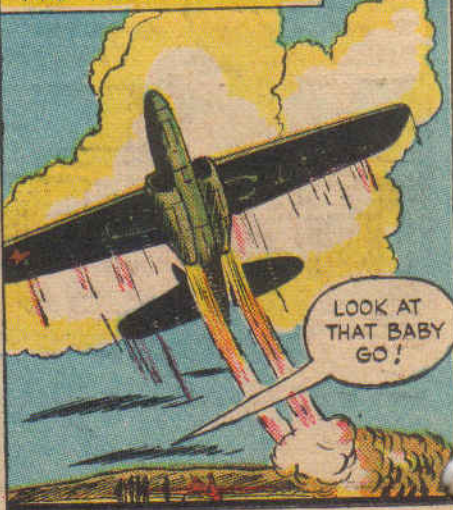


"THE ANSWER CAME IN OCTOBER, 1942, AT MUROC, CALIFORNIA. AN EXPERIMENTAL P-59 BELL AIRACOMET WAS READY FOR ITS FLIGHT TESTS..."

BOY, SHE'S HOT! TOMORROW I'LL TAKE HER UP TO 30,000!



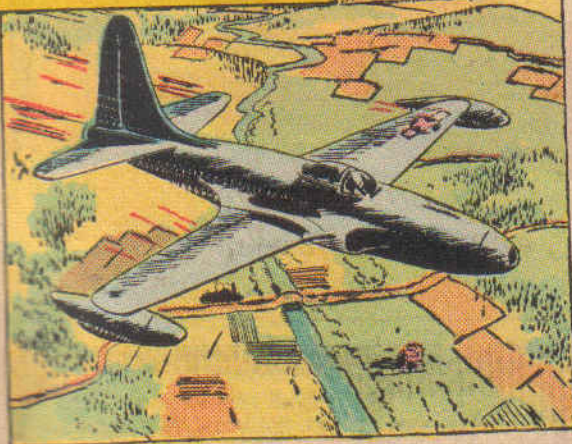
"AND THE NEXT DAY..."



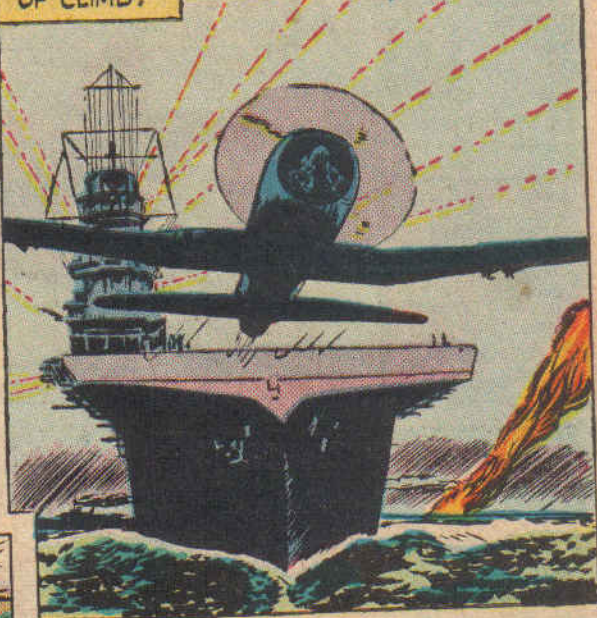
LOOK AT THAT BABY GO!



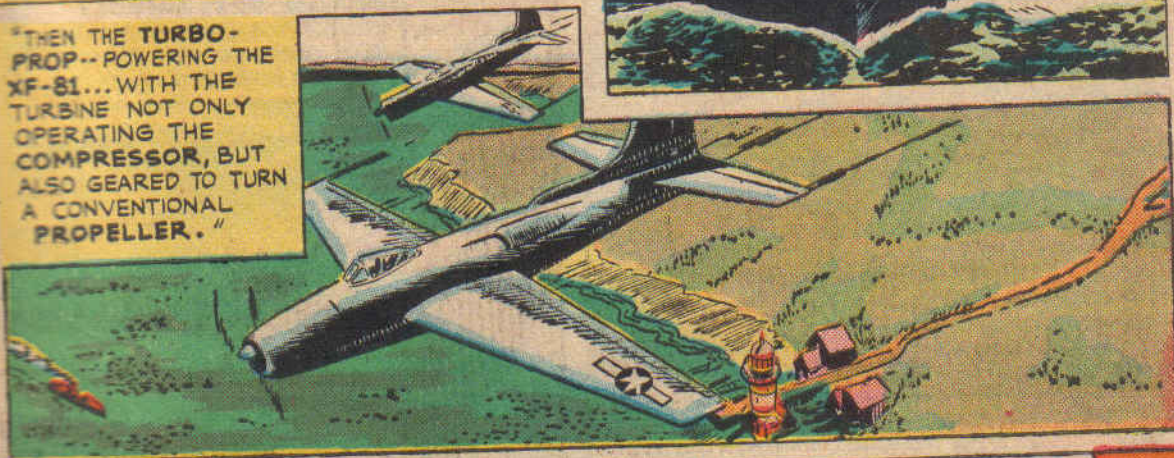
"WHEN CAME OTHER TYPES--  
FAST AND FURIOUS--THE  
LOCKHEED 'SHOOTING STAR',  
OR F-80, WITH AN IMPROVED  
JET ENGINE. IT SET RECORD  
AFTER RECORD... COAST TO  
COAST IN 4½ HOURS... NEW  
YORK TO SCHENECTADY IN  
17 MINUTES."



"A NEW KIND OF PLANE WAS DEVELOPED FOR  
THE NAVY...THE RYAN 'FR-1 FIREBALL'...A  
JET ENGINE PLUS A CONVENTIONAL-TYPE, WITH  
PROPELLER. DESIGNED AS A CARRIER-BASED  
FIGHTER, THE FIREBALL HAS A TERRIFIC RATE  
OF CLIMB."

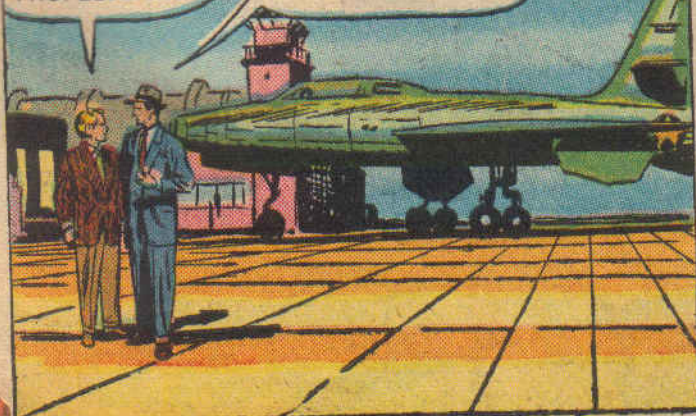


"THEN THE TURBO-  
PROP--POWERING THE  
XF-81...WITH THE  
TURBINE NOT ONLY  
OPERATING THE  
COMPRESSOR, BUT  
ALSO GEARED TO TURN  
A CONVENTIONAL  
PROPELLER."

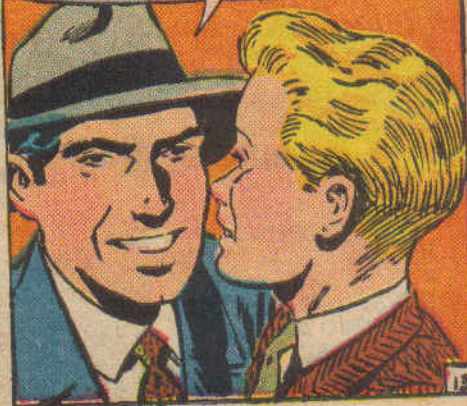


BUT I THOUGHT  
THE JET ENGINE  
WAS SUPPOSED  
TO REPLACE THE  
PROPELLER...

IT DOES--ON A NUMBER  
OF TODAY'S PLANES, JOHNNY.  
BUT REMEMBER--JET POWER  
IS STILL NEW AND WE'RE  
EXPERIMENTING WITH  
EVERYTHING.



WE'LL PROBABLY ALWAYS USE  
PROPELLERS FOR CERTAIN  
PURPOSES, BUT JETS WILL BE  
USED MORE AND MORE AS  
THEY'RE DEVELOPED AND  
IMPROVED. FOR INSTANCE--





IN JUST THESE FEW SHORT YEARS SINCE THE FIRST SUCCESSFUL JET FLIGHT-- AS PRODUCTION INCREASED AND MORE EXPERIENCE WAS GAINED-- G. E. DEVELOPED THE TG-180 (THE J-35) TURBOJET ENGINE, WHICH IN 1947--

"POWERED THE DOUGLAS D-558 'SKYSTREAK'--THE NAVY'S SINGLE-JET HIGH-SPEED TEST-TUBE--TO SET A SPEED RECORD OF 640 MILES AN HOUR!"



"THE J-35 ALSO POWERS NORTHROP'S MIGHTY B-49-- THE 'FLYING WING'-- A TAILLESS, 100-TON, 8-TURBOJET GIANT. BECAUSE OF ITS RADICAL DESIGN, THE B-49 KNIFES ITS WAY THROUGH THE AIR WITH VERY LITTLE RESISTANCE."

"AND IT WAS BOEING'S B-47-- THE 'STRATOJET'--THE WORLD'S FASTEST BOMBER--WITH SWEEP-BACK WINGS, 6 G-E TURBOJETS (PLUS 18 ROCKET UNITS FOR FAST TAKE-OFF)-- THAT, IN 1949, SET A NON-STOP COAST-TO-COAST SPEED RECORD OF 3 HOURS, 46 MINUTES!"



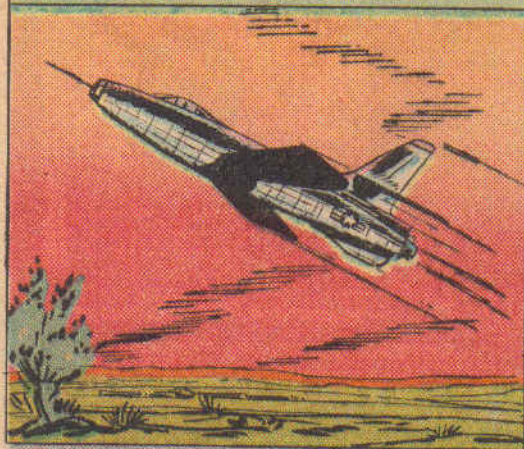
IN THE MEANTIME, G. E. WAS WORKING ON AN EVEN GREATER JET POWERPLANT... AND IN 1948, PRODUCED THE TG-190 (J-47)-- 25% MORE POWER THAN THE J-35, WITHOUT ANY INCREASE IN SIZE!

"THIS ENGINE ALSO POWERS NORTH AMERICAN'S B-45-- THE 'TORNADO'-- THE FIRST OPERATIONAL JET BOMBER. IN THE 550-MILE-AN-HOUR CLASS, THE 'TORNADO' IS EQUIPPED WITH 4 TURBOJET'S."

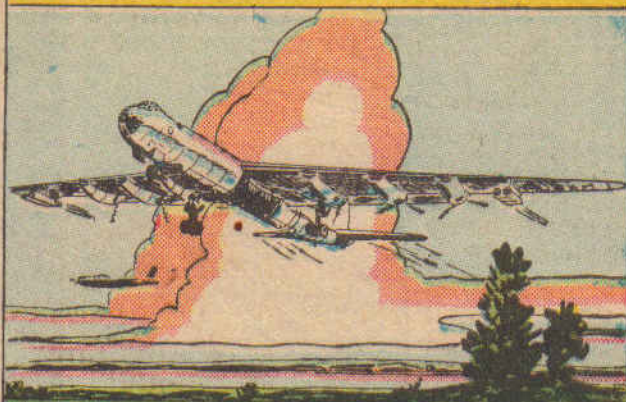
"IN THAT YEAR, THE J-47 POWERED NORTH AMERICAN'S F-86-- THE 'SABRE'-- A SINGLE-JET FIGHTER-- TO A NEW WORLD'S SPEED RECORD OF 671 MILES AN HOUR!"



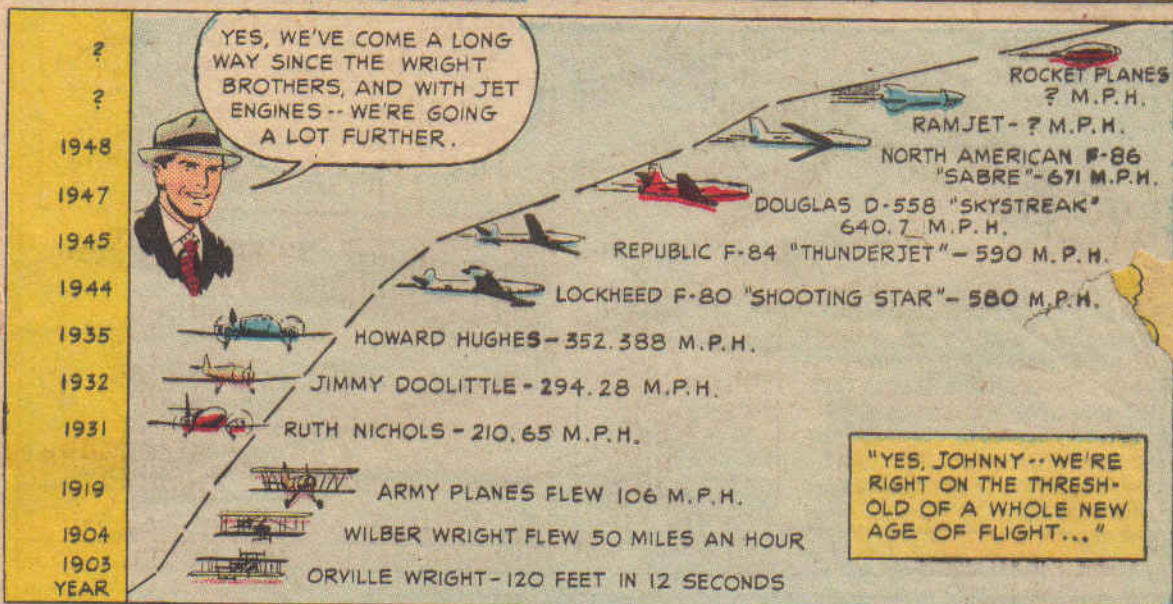
"AND REPUBLIC'S XF-91 (ONE J-47 PLUS ROCKETS) -- THE HIGH-ALTITUDE AIR FORCE PLANE, DESIGNED TO INTERCEPT HIGH-SPEED BOMBERS AND MISSILES."



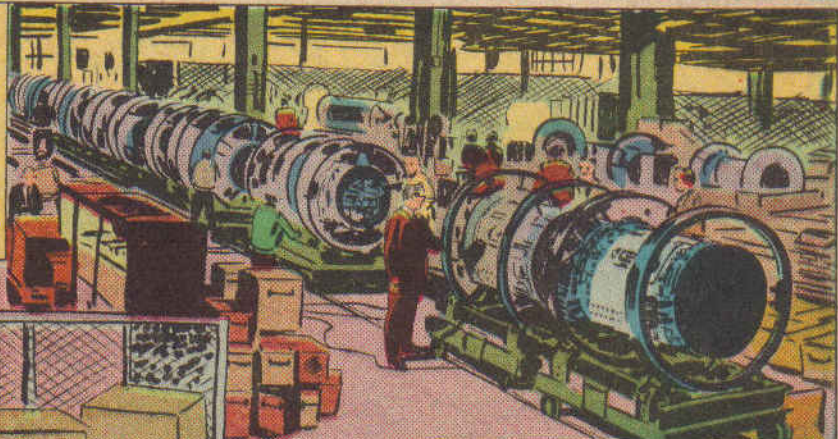
"CONSOLIDATED VULTEE'S B-36D IS THE WORLD'S LARGEST AND LONGEST-RANGE BOMBER..."



"THE B-36D CARRIES 4 J-47'S SUSPENDED BENEATH THE WINGS, IN ADDITION TO THE 6 PISTON ENGINES."



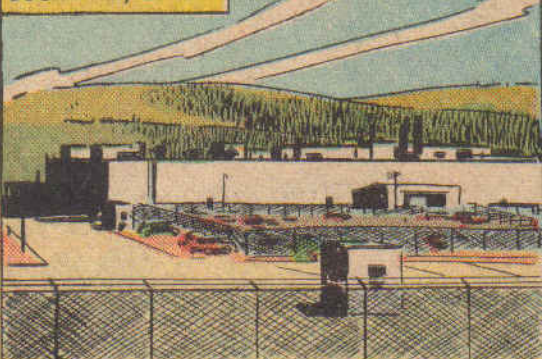
"BEHIND THE DOORS OF G. E.'S PLANT AT LYNN, MASSACHUSETTS -- WHERE TURBOSUPERCHARGERS FOR MILITARY AND COMMERCIAL AIRCRAFT ARE ALSO MADE -- JET ENGINES ROLL OFF THE PRODUCTION LINE IN A STEADY STREAM..."



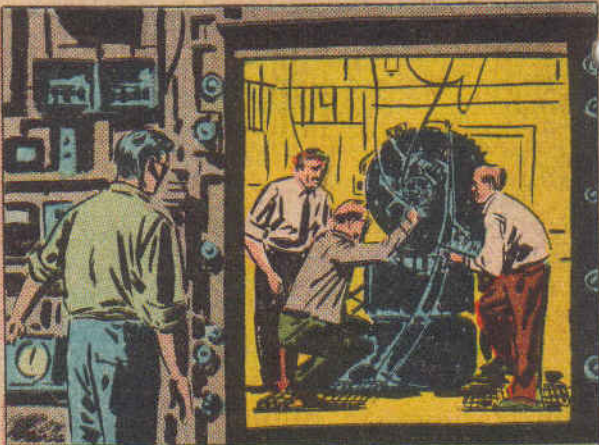
"...WHILE THE RESEARCH ENGINEERS EXPERIMENT WITH THE JET ENGINES OF TOMORROW."



TO MEET THE AVIATION INDUSTRY'S GREAT DEMAND FOR J-47'S, A NEW MANUFACTURING IDEA CAME INTO BEING -- G. E.'S PLANT AT LOCKLAND, OHIO

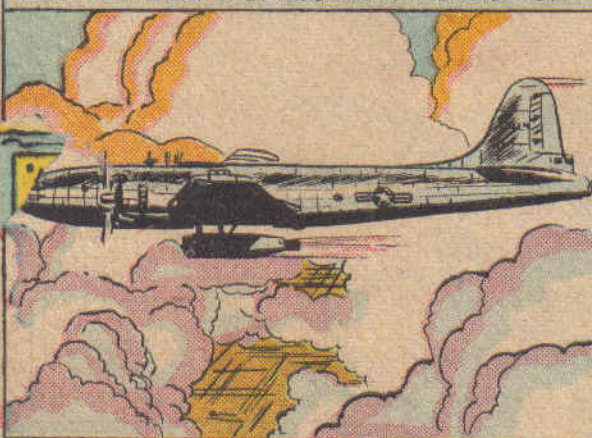


"MORE THAN 200 MANUFACTURERS FROM ALL OVER THE COUNTRY SHIP THE ENGINE PARTS TO LOCKLAND FOR ASSEMBLY AND TESTING!"



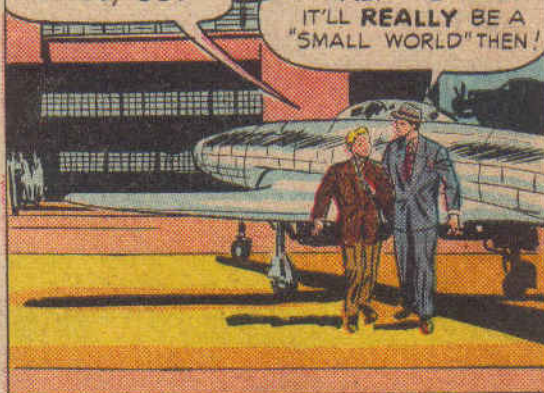
"BEHIND THE THICK WALLS OF THE TEST CELLS, THE POWERFUL TURBOJET'S ARE TESTED--AND RE-TESTED -- BY SKILLED TECHNICIANS WHO HAVE ONLY ONE STANDARD: PERFECT PERFORMANCE."

"THE FINAL TEST, OF COURSE, IS PERFORMANCE IN THE AIR.. THIS SLEEK B-29 ACTS AS A 'FLYING TEST BED' FOR NEW ENGINES, WHICH ARE SUSPENDED THROUGH THE BOMB-BAY DURING TRIAL FLIGHTS."



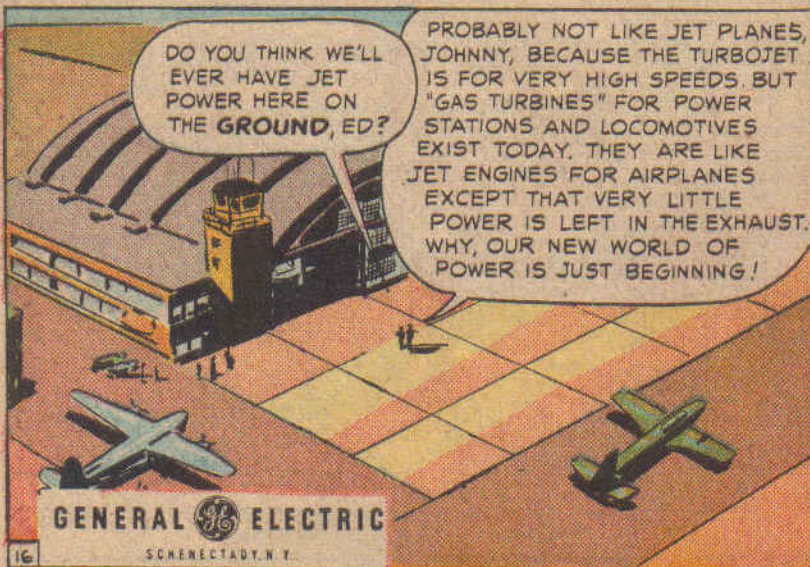
BOY, AT THE RATE WE'RE GOING, I GUESS IT WON'T BE LONG BEFORE AMERICA HAS JET-PROPELLED PASSENGER PLANES, TOO!

RIGHT, JOHNNY... COMMERCIAL AIR-LINERS WILL BE MAKING SOME OF THEIR TRIPS IN HALF THE TIME. IT'LL REALLY BE A "SMALL WORLD" THEN!



DO YOU THINK WE'LL EVER HAVE JET POWER HERE ON THE GROUND, ED?

PROBABLY NOT LIKE JET PLANES, JOHNNY, BECAUSE THE TURBOJET IS FOR VERY HIGH SPEEDS. BUT "GAS TURBINES" FOR POWER STATIONS AND LOCOMOTIVES EXIST TODAY. THEY ARE LIKE JET ENGINES FOR AIRPLANES EXCEPT THAT VERY LITTLE POWER IS LEFT IN THE EXHAUST. WHY, OUR NEW WORLD OF POWER IS JUST BEGINNING!



WOW! I HOPE I'LL SEE THAT "NEW WORLD OF POWER"!

YOU WILL, JOHNNY... YOU WILL!



GENERAL ELECTRIC

SCHENECTADY, N. Y.